



1992 -4



THE JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

## *The Bottle Shipwright*

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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# The Bottle Shipwright

Volume 10, Number -4.

## Association Officers.

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FRANK SKURKA,-----Vice President.  
DON HUBBARD,-----Membership/Treasurer.  
RAY HANDWERKER,---Editor.  
SAUL BOBROFF,-----Back Issues.  
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## Regular Features.

FROM THE PRESIDENT.  
ALL HANDS,-Frank Skurka.  
FROM THE MEMBERS.  
FROM THE EDITOR.  
LET GEORGE HELP YOU DO IT,-  
--George Pinter.

## ON THE COVER.

Once again George Pinter has answered the call for a holiday cover.

## BACK COVER.

Ted Wyka's display and Brigantine "Newsboy" of Boston. Photo-Jack Kramer.

## TABLE OF CONTENTS

From the Editor-Welcome New Members/Address Changes-----	2.
" The Voyage of Daisy's Bottle-K.Taylor-NCPD/PBA newsletter---	3.
71' Hydrofoil Gunboat Plans-----	4-5.
From Holland with Love-Bob. DeJongst-----	6.
Belt Clamp for use inside bottle-P.Roney-----	7.
Hints & Tips-Peter Hille-----	8-13.
From the Members-----	14-16.
" All Hands "-Frank Skurka-----	17-19.
Photo's-----	20-22.
Crossword-Ed.-----	23.
News Release-----	24.



...ATTENTION ON DECK ! THIS IS THE CAPTAIN !!

..What else can a person say at this time of year, except HOLIDAY GREETINGS and GOOD WISHES FOR A HAPPY AND FRUITFUL NEW YEAR to each member.

I was pleased with the turnout of members at the Conference in Savannah, because it brought together a large group of people who rarely meet each other one on one to share experiences and strengthen the bond between us all with a warm and lasting friendship. My hope is , as we approach the 10th anniversary of this Association, that we will continue to grow and be strong in our efforts to preserve the venerable nautical art which we practice.

MERRY CHRISTMAS AND A HAPPY NEW YEAR.

HIT THE BOTTLE

*Jack*



FROM THE EDITOR-----☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

5075 Freeport drive  
springhill, fl. 34606

**WELCOME ABOARD NEW MEMBERS.**

Bernd Braatz, mareyzeile F, 1000 Berlin 20, Germany.

John Guley, 376 S. Hill Ave. Pasadena, Ca. 91106.

Hobart E. Lea, 6815 Lum Dr. Zephyrhills, Fl. 33541.

Raymond L. Mahan, 24694 Ridgcroft, Eastport, MI. 48021.

Derek Posner, 940 N.E. 20th Ave. Ft. Lauderdale, Fl. 33304.

Jeffrey Stewart, 690-D Avenida Sevilla, Laguna Hills, Ca. 92653.

Michael L. Tumlinson, 4910 Rollingfield, San Antonio, Tx. 78228.

Robert Wolfe, 1802 E. Baker Rd. Baytown, Tx. 77521

Daniel Carter, P.O.Box 182, East Moline, Il. 61244-0182.

David Denny, P.O.Box 66, Indianola, Wa. 98342-0066.

Dean Holloman, 1725 Woodside Dr. Wilson, NC. 27893.

Ross Keleman, P.O.Box 796, Point Pleasant, NJ. 08742-0796.

Howard Norton, P.O.Box 291362, Daytona Beach Fl. 32129-1362.

Geoff Smith, 57 Petherick St. Bunbury West Australia. 6230.

Stephen W. White, P.O.Box Gray Creek, British Columbia, Canada V0B 1S0.

CHECK THE ADDRESS LABEL ON THE ENVELOPE THIS ISSUE CAME IN !!. IF THE NUMBER AFTER YOUR NAME IS HI-LIGHTED IN YELLOW , YOUR DUES ARE OVERDUE. DUES ARE DUE WITH RECEIPT OF THE SECOND ISSUE OF EACH YEAR.

Harold L. Collins, 3212 Albans, Houston, Tx. 77005.

Hugh McCullough, 125-100th St. Stone Harbor, N.J. 08247.

Gustavo Martin Schmidt, Hipolito Yrigoyen 4262, 2 Piso (1212) Capital Argentina.

## 2.

### THE VOYAGE OF DAISY'S BOTTLE

Picture a bottle. A whiskey bottle with air in its belly and a cork down its throat. A buoyant airtight bottle, bobbing in the Thames river at Old London Town.

Where will that bottle go ? Ashore ? Perhaps.

More likely, however, it will be swept out by the current into the Strait of Dover, and from there into the North Sea.

We are going to retrace the course of this sturdy glass vessel , a long and lonely voyage that really, actually took place.

Away from the east coast of England, northbound, past the Netherlands.

Now, somewhere midway between Scotland and Denmark, still in the North Sea.

June of 1937 has passed into July.

The sealed bottle urged ever northward by the ocean current, passes between Shetland Island and the coast of Norway. The vast expanse of the North Atlantic lies ahead, the Arctic Circle less than four hundred miles away. The year 1937 bows gracefully to the next as the lonesome voyage continues...

Hundreds of miles of Norwegian coastline is left behind as the intrepid bottles ventures into the icy Barents Sea. The northern coast of the Soviet Union is far below. Years pass in those desolate waters, thaw and freeze and thaw again.

The currents lure gently eastward over Siberia, from the Kara Sea, past the " North Islands" and Laptev Sea, and then through the East Siberian Sea. And East meets West.

The bottle has remained intact and airtight for almost a decade now, as it floats into the Bering Strait between Siberia and Alaska on a south-bound journey into the Bering Sea.

Then past the Aleutian Islands...

Then into the North Pacific...

Then along the west coast of the United States...

And now, at last, the restless voyage of almost twelve years and some twelve thousand miles has come to an end. This course has been reconstructed by oceanographers. The path we've retraced is the one the bottle had to have gone after being released into the Thames.

It was a chilly day, March 16, 1949. A fellow named Jack Wurm was wandering a deserted San Francisco beach and happened upon that bottle, half-buried in the sand. Jack, fifty-five, was jobless, near penniless, despondent. His restaurant business was bankrupt, his life savings gone.

Anyway, Jack discovered the bottle, saw something inside, broke the bottle on a rock and recovered the vessels contents: a piece of paper, upon which was handwrittten this message:

To avoid all confusion, I leave my entire estate to the lucky person who finds this bottle and to my attorney, Barry Cohen, Share and Share alike. Daisy Alexander. June 20, 1937.

And yes, it did stand up in court, this "last will and testament " of Daisy Alexander, who had died in London in 1939. Daisy Alexander who was the eccentric heiress to a large portion of the Singer sewing machine fortune. " Luck", she had secretly decreed, would determine her heir. And so Jack Wurm of San Francisco, broke and disheartened, down and almost out, was to harvest from a deserted beach--from a whiskey bottle that had begun its restless journey half a world away--Six Million Dollars.

# **71' HYDROFOIL GUNBOAT, PGH-2-BOEING-Continued**

**Purpose** . . . . . To conduct high speed mobile warfare operations

## **Capacity**

**Crew** . . . . . 13 men (1 officer and 12 enlisted men)

**Length overall** . . . . . 71'-9"

**Beam** . . . . . 19'-6"

**Draft** . . . . . 4'-5" (foils retracted)

13'-11" (foils extended)

**Full load displacement** . 57.9 tons (129,696 lbs)

**Hoisting weight** . . . . . 35 tons (78,400 lbs)

**Hoisted by** . . . . . Sling (shackles to padeyes)

**Construction** . . . . . Aluminum-welded, V bottom

## **Speed**

**Fuel capacity** . . . . . 15.8 tons maximum (5,088 gallons)

11.3 tons normal (3,639 gallons)

## **Range**

**NavShips Drawing No.** . . . PGH2-845-253352

**Engine Details** . . . . . Proteus 1273, 3,200 HP turbine,

Byron Jackson waterjet pump,

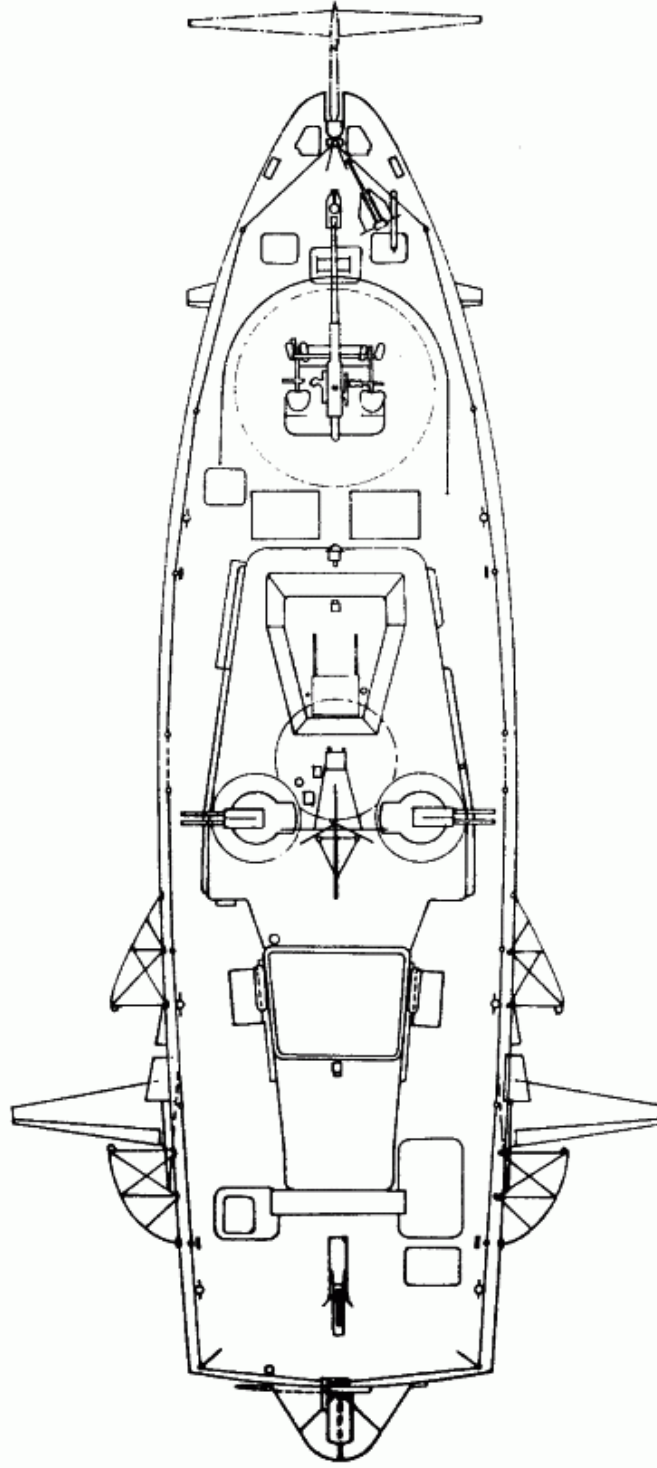
25,000 gallons per minute, 1-GMC6V-

53N diesel.

**Propellers** . . . . . None-foil borne. 1 single Buehler

16-1/2" waterjet belt drive, hull

borne





# FROM HOLLAND WITH LOVE !

Dearly beloved brethren of the SIB Cult!

It is long since I have heard from anybody about the origin of SIB's. Sometimes some information comes available, which needs further investigation.

It is said, that in Hamlet Castle in Denmark an SIB exists which must be hundreds of years old.

We are investigating this matter and you will be informed as soon as we have word from Denmark. This is once again an appeal for help, since we have no information from the United Kingdom, Ireland, the U.S.A., Canada or Australia. Some people state that the art of building SIB's was brought over to the USA by Irish immigrants. If this should be true, building figures in bottles must have been a kind of folk-art at home and thus you can expect, that the museums in Ireland and the U.K. must be full with all kinds of bottled figures or scenes, but ..... we have not seen ONE yet. In Germany you can find the finest samples of this old folk-art and some bottles (not SIB's) go back far into the 18th century. The first mention was already in 1737.

Now, beloved brethren of the noble art of making ships in bottles, I need your help. Go to your local museum and try to find out what you can. Being a SIB'er you have enough background in order to explain to the people what you are after. And if they have something in glass, bottles or spheres, please get a description and a picture if possible. Further we need the names of books in which they write about bottled figures. Please send all information direct to

Bob de Jongste, 13 Van Hoornbeekstraat, 2582 RA THE HAGUE, Holland

## SHIPS IN BOTTLES USED IN PROPAGANDA.

You will remember that some considerable time back, I asked you to help me in collecting such items. I got a few from abroad but too few for bundling them into a small booklet. Therefore I have sent all the information to Mr. Jan Visser, conservator of the museum FLESSENSCHEEPJES MUSEUM, Zuiderspui 1, 1601 GH Enkhuiaen, Holland.

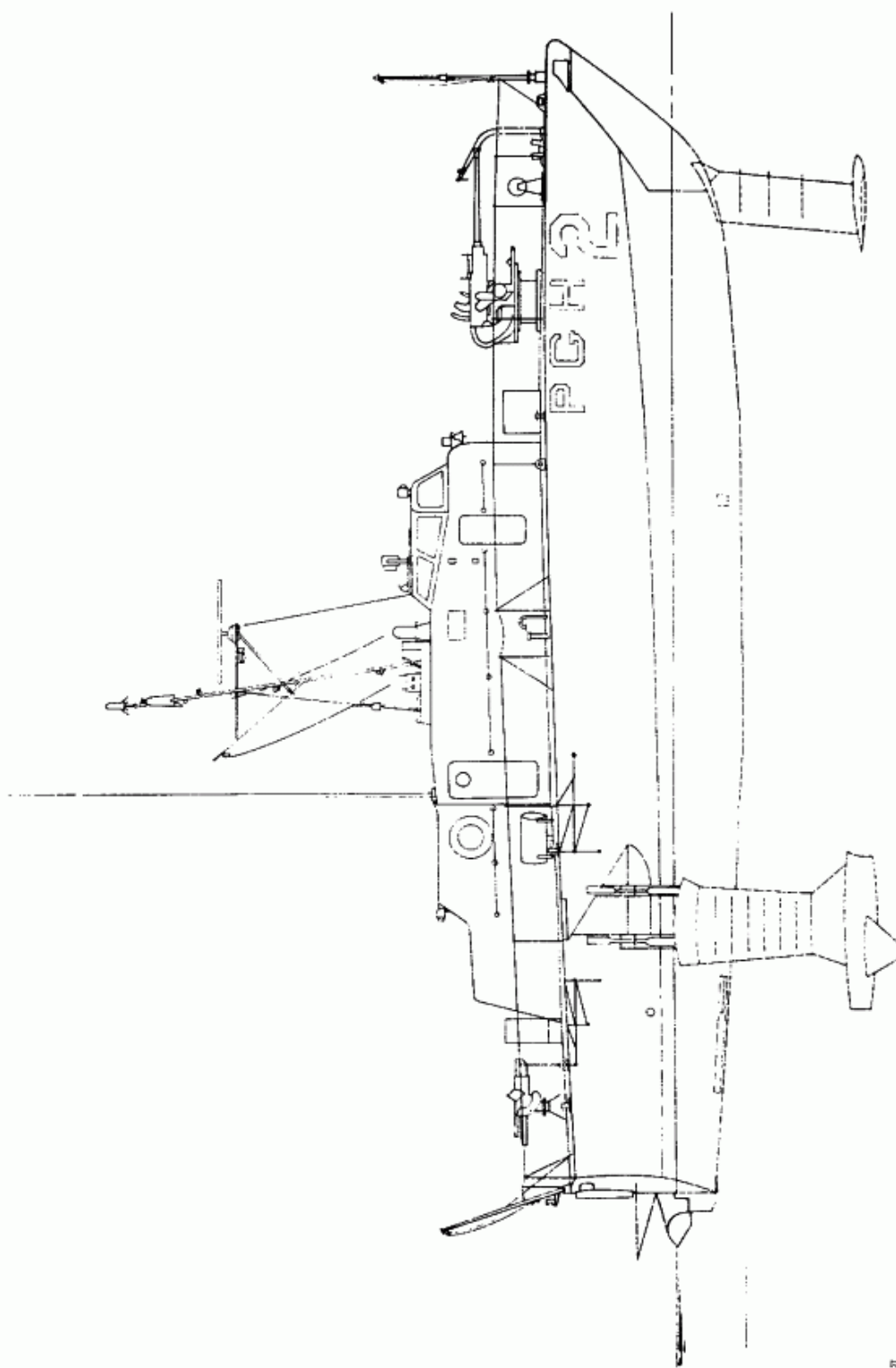
This is the first bottleship museum in the Netherlands with a very large collection of more than 500 SIB's only being surpassed by the Flaskeskipssamlingen (700 pcs) in Aeró, Denmark.

When will there be bottleship museums in the U.S.A. or in England? We hope soon!

We, the Dutch members wish you every possible success! Bob de J.



71' HYDROFOIL GUNBOAT, PGH-2-BOEING

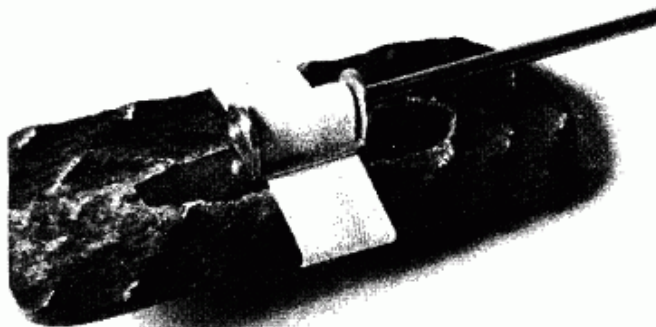
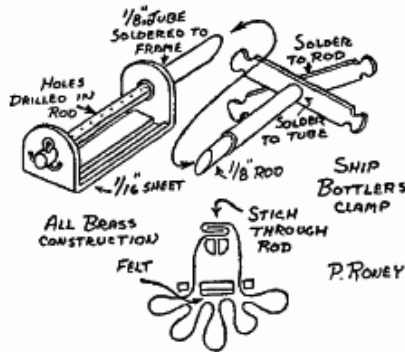
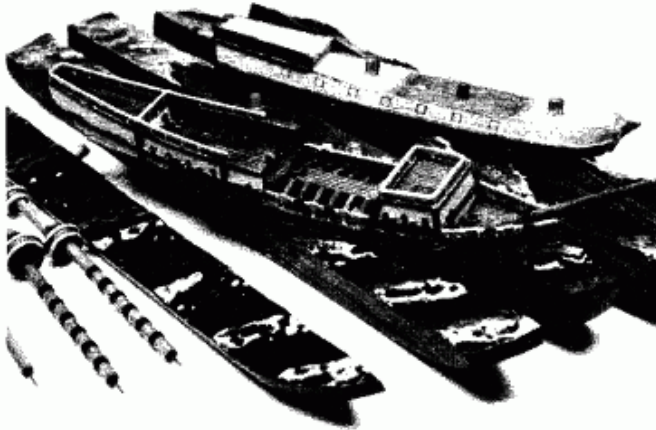




## A BELT CLAMP FOR USE INSIDE

### BOTTLES

by Patrick Roney  
Detroit MI.



My first ships-in-bottles used clay or putty as a material from which to model the sea. The flat finish of clay and the long drying time of putty left me somewhat disappointed. I decided to try something different, but wishing to use materials as traditional as possible, wooden seas seemed a good alternative. The painting of the top of the sea was followed by several coats of clear gloss varnish, to obtain a high gloss, slightly translucent finish. This was done with the various pieces separated to avoid varnish causing them to adhere to each other. When all paint and varnish were dry, the faces to be joined were scraped to remove any excess paint, and insure a tight joint. Ideally one would like the joints to be completely invisible. In reality the closest seam has to do. This I meant to insure by clamping the several pieces inside the bottle. After drawing out a few hopelessly overcomplicated designs, I decided upon a belt clamp as a simple, effective alternative. This was made as in the drawing. Brass stock available from most hobby shops was used throughout. Low heat solder was used so as not to soften the brass. Cotton or polyester twill tape, found at most fabric stores can be used for the belt. This clamp when properly constructed, can exert considerable pressure evenly on the sea pieces inside the bottle, prior to the wooden sea being glued down. Rubber bands placed on the spanners, can be used for maintaining tension on the clamp.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS

by Peter Hille.

Translation by Barry Young.

Peter Hille of Wolfenbuttel, Germany the author/Editor of his Loose leaf collection, has graciously consented to share them with us as they are translated. This new regular feature in the Bottle Shipwright is designed to assist the neophyte or the accomplished Bottle Shipwright. They are not for publication except by the journals catering to ship-in-bottle builders. They are for personal use only. He suggests a small loose leaf note book and a hole punch. I am reprinting them in their original size as sent to me.(ed)

### Wood for Hulls 1

Edition 10/91

Hardwoods are normally used for SIBs, but there are no fixed rules to follow. From our own experience we all find the type of wood we like to work, and the best methods of working it. Then we stick to what we know, unless faced by a challenge that needs an entirely new approach.

If you are not intending to paint the wood, it's natural colouring, and the line of the grain, can be used to great effect.

The following points are generally accepted:

- ▶ Very hard woods should definitely not be chosen, simply because of the difficulty in working them, but this is not to imply that you should avoid hardwoods altogether.
- ▶ Only properly dried and seasoned timber should be used. You can either select your own timber for stacking and drying, or you can cut it from old furniture, that is no longer wanted.
- ▶ The grain should run length-ways. The closer the grain lays to the axial direction of the material the better. Planks or profiles cut across the grain can cause difficulties when sawing, sanding, or carving.
- ▶ Do not believe any salesman who tries to sell you seasoned wood. Buy it, or obtain it in good time and lay it down yourself. Then you will be assured of the quality of the wood you are working with.

The Qualities of Commonly Available Woods:

#### *ALDER*

White-ish colour, turns rust red during drying; fine grain pores; soft; easy to split; light; limited elasticity; fractures; does not tend to warp; takes colour well; stains well; easy to work, and polish; turns and carves well, and can be made into veneer. Alder is the imitation wood for many hard woods.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edition 10/91

## Wood for Hulls 2

### *APPLE*

Broad band of light red outer wood, brownish core wood; harder and firmer than pear; clearly defined annual rings; heavy and very tough; warps badly; yet is very easy to work; stains well; polishes well; and turns well.

### *ASH*

This tree has a very broad band of light almost white outer wood that darkens on exposure to the air; clearly marked annual rings; hard firm; tough; flexible; heavy; easy to bend (after steaming); good to polish, but does not take stain well; works well.

### *BAMBOO*

Not really a wood at all, bamboo is a member of the grass family; yellow green in colour; hard; medium weight; long grain, very flexible; firm, but fractures if bent too far; cuts well; stains well; finishes well; not good for turning small parts - see "Masts".

### *BEECH*

Yellowish colour, light to red tinged; radial graining marks (when quarter cut); dense; fine grained; very hard; easy to split; withstands compression; warps badly; shrinks badly; durable; stains well; polishes well; takes colour well and can be impregnated with colourant to imitate more expensive woods; can be bent to shape easily; works well.

### *BIRCH*

Yellowish-white; medium density; very tough; relatively light; can be bent to shape; fine grained; elastic; hard; difficult to split; warps badly; stains and polishes well; difficult to work.

### *BOXWOOD*

Light yellowish colour; hard; annual rings are faint; durable; works well; carves well; long grained; does not stain well; does not take nails well; difficult to obtain, and therefore expensive.

### *BRAZILIAN PINE*

Its qualities are very similar to the European Pine. It is good for nailing, gluing, painting, staining, and polishing.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edition 10/91

## Wood for Hulls 3

### *CHERRY*

A redish coloured wood; secretes sticky rubbery sap; clearly defined annual rings; tough and hard; dense, short grained; difficult to split; works well; polishes well; considerable shrinkage; medium weight; used for inlay work and veneer; turns well.

### *DOUGLAS FIR*

Yellowish in colour; resin free; splits well; soft; easy to work; flexible; durable; ship building timber.

### *EBONY*

Varying qualities, mostly black in colour; dense; heavy; very hard but brittle; difficult to cut; machines well; turns well; finishes well; polishes well.

### *ELM*

There are large pores in the new wood of the annual rings; heartwood is dark red-brown in colour and darkens on exposure to the air, the whiteish to yellowish outer wood is susceptible to attack by boring beetles; otherwise hard; firm; tough and elastic; difficult to split; similar to the Oak it is durable, long grained, hard to work, and does not polish well; staining is possible, but light coloured flecks show through.

### *FIR*

The wood is yellowish to blueish-white in colour; dull; long grained; very light; splits well; difficult to polish because of the variable density of the early and late wood; stains well after treatment with tannin.

### *HORNBEAM (WHITE BEECH)*

Greyish-white in colour; indistinct annual rings; slight sheen; dense; tough; very hard; difficult to split; warps badly; difficult to work; tears easily; cracks; turns well - see Beech to compare similarities.

### *IRONWOOD*

A collective name for a group of heavy tropical woods; on the whole very hard and difficult to work; good to very good qualities for finishing and polishing; very durable.



## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edition 10/91

## Wood for Hulls 4

### *LIGNUM VITEA*

Brown-black in colour, one of the hardest woods known; incredible resistance to wear; extremely durable; heavy; almost only workable by machine. Used for special purposes in shipbuilding.

### *LIMBA (AFARA)*

A pale yellowish colour, often with an uneven black-brown coloured heartwood; medium weight; hard; elastic; glues well; stains well; paints and polishes well; carves well.

### *LIME (BASSWOOD)*

A white-ish to a very light redish colour; barely visible annual rings; light; very tough; dense; fine grained; elastic; soft; does not tend to warp once dried; works well with and against the grain; takes colour well; stains well; mediocre to polish; good for pyrogravure; turns well; excellent for carving.

### *MAHOGANY*

A red to red-brown wood; hard; mediocre elasticity; large grain pores, but takes finishes well when grain is filled; splinters; medium weight; durable; tendency to crack and split; does not tend to warp; some shrinkage; turns well; excellent for veneers and furniture.

### *MAPLE*

Colour depends on variety; heavy wood; splits well; firm; dense; medium hard; elastic; fine grained; tough; possibly light insect damage; easy to work; polishes, colours, and stains well.

### *OAK*

Dirty yellow to brown in colour; heavy; very hard; easy to split; relatively large grain pores; contains tannin; durable and weather resistant; very firm; good elastic qualities; some warping and shrinkage; stains well; does not polish well; tendency to split - therefore a long seasoning period is needed; difficult to work.

### *OBECHI*

Yellowish in colour; large, coarse grain pores; tough; easy to work; light; flexible; rarely splinters; does not tend to warp; stains well; sands to a good finish once the grain is filled; takes nails well; glues well; good for carving.

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Translation by Barry Young 099F

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edition 10/91

## Wood for Hulls 5

### *OLIVE*

Similar to Boxwood, newly cut it is soft and can be worked very easily indeed. With increasing age its hardness increases considerably until it can scarcely be worked at all.

### *PALISANDER*

A dark wood with with various base colours and deep black veining; heavy; very difficult to split; very hard; works well; finishes well; polishes well; use in combination with lighter woods is not recommended because of the dying quality of the pigmentation.

### *PEAR*

A red-brown wood; irregular annual rings; medium hard; very dense; firm, tough and therefore heavy; limited elasticity; does not tend to warp; works well; stains well; polishes well.

### *PINE*

Light redish outer wood surrounds the red-brown coloured core wood; distinctive annual rings; large resin channels (resin protects it from rotting); limited elasticity; splits well; does not polish well; durable in air; darkens on exposure.

### *PITCH PINE*

Yellowish-red to brownish-red in colour; dense; heavy; very hard; tough; durable; resinous; only workable with sharp tools; elastic; tendency to split and crack; tendency to warp; splinters.

### *PLANE*

A similar colour to Beech; very hard and tough; splinters easily; difficult to split; warps badly; colours and polishes well; in general it works well; turns well.

### *PLUM*

A dark wood red-brown to violet-brown; dense; fine grained; hard, but brittle; strong tendency to split and crack; polishes well, and has good qualities for inlay work; turns well.

## HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edition 10/91

## Wood for Hulls 6

### *POPLAR*

According to type, a light brown colouring; coarse grained; grain stands up easily; some shrinking; some tendency to split and crack; splits well; easy to work.

### *SPRUCE*

Clear annual rings; very light; soft; splits well; yellowish to reddish-white in colour; has large resin channels and knots; clear separation of early and late wood; elastic; works well; may be stained after treatment with tannin. A firmer wood than pine.

### *SWEET CHESTNUT*

From white to light brown in colour, darkens considerably on exposure to air; medium weight; hard; elastic; rich in tannin; durable; has a sheen; similar properties to Oak.

### *SWISS PINE (STONE PINE)*

Its structure is fine and regular; some little tendency to warp during drying; splits well; does not stain or polish well- see Pine to compare similarities.

### *TEAK*

All shades of colour from yellow to brown-black; darkens on exposure; clearly defined annual ring; contains natural oils; more durable than Oak; easy to work; hard; elastic; splits well; does not tend to warp; medium weight. Shipbuilding timber.

### *WALNUT*

The colour of the heartwood can be brown-black, sharply defined annual rings, marbled colouring; tough; fine grained; dense; shrinks considerably; some tendency to split and crack; splits well; not as hard as Oak or Beech; works and polishes well.

### *YEW*

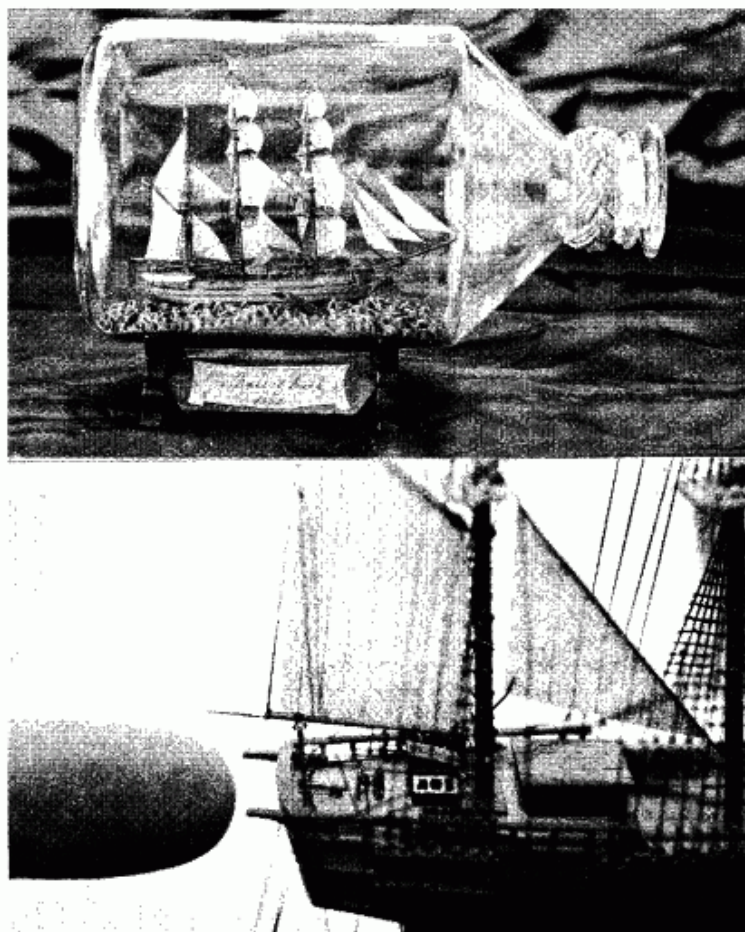
Prominent graining; orange-yellow to red-brown in colour; hardest of the European coniferous woods, very flexible, heavy; difficult to split; tough; dense; some shrinkage; resin free; stains well; polishes well.



JIM DAVISON , of Royal Oak, Michigan sent me a copy of his research in answer to the question posed in the last issue on page 18, by Henry Exter of Laie, Hawaii who was looking for the address of " American Optical". The address is;

American Optical Corp.  
14 Mechanic Street  
Southbridge, Mass. 01550.  
Phone ( 508 ) 765-9711

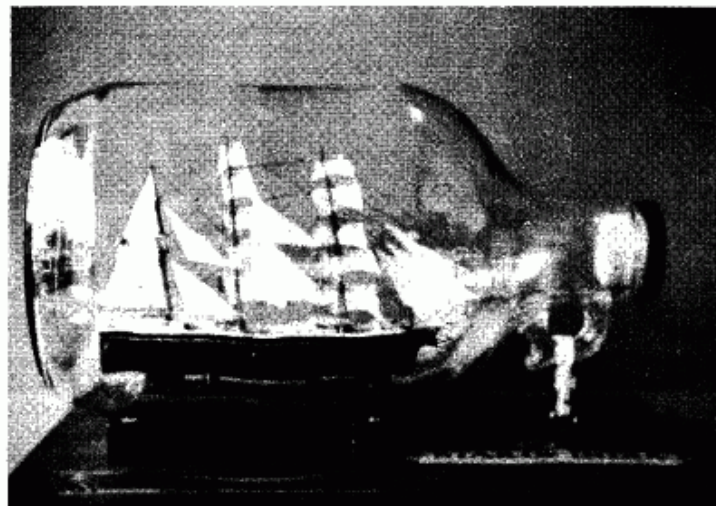
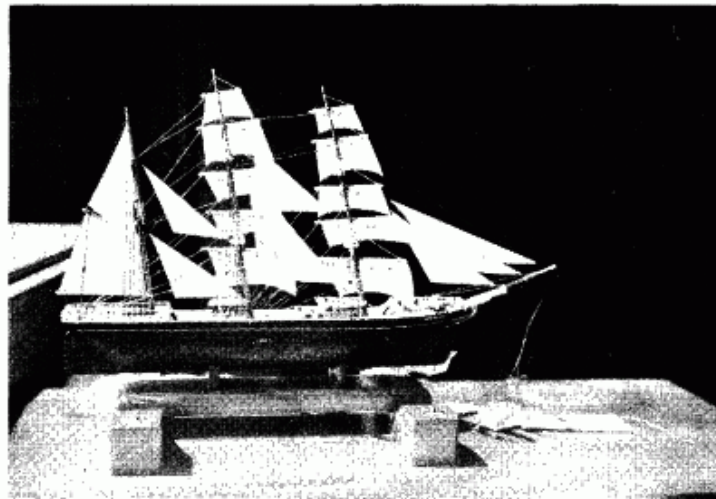
The above is in reference to obtaining 12" crocodile polypus'es.  
( or is that polypi, yeah I know what is ? the plural of moose )  
BERND BRAATZ , of Berlin, Germany a new member , sent in the following photo's of his latest work a "Whaling Bark " circa 1850 1:220 Scale in a 1.5 Gallon bottle. Beautiful work.







Also on page 18 of the last issue was a mention of BILL WEISER'S "STAR OF INDIA" built from a piece of the original mizzen top mast. Space did not permit including the pictures he sent. So- let me correct that right now.

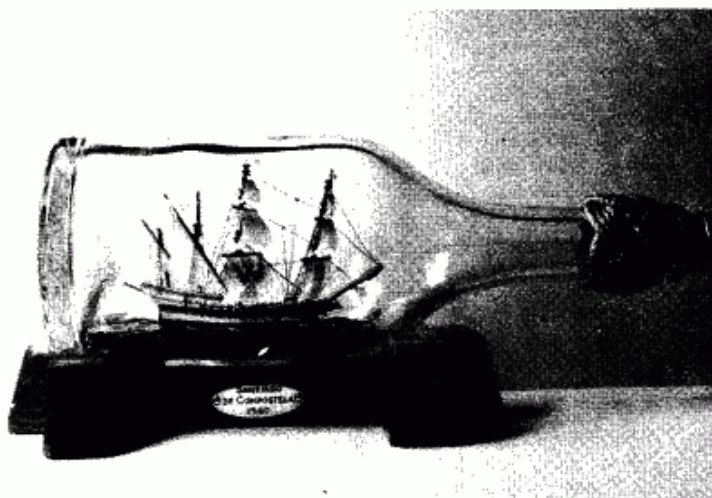




CHARLES ( Zippo ) Hand, has once again earned my undying gratitude, by having answered my call for plans. He has obtained a book full of small boat plans and permission to use them , the 71" hydrofoil gun boat in this issue being only the first. He has also had the rights to his plans of Slocum's, " Spray " returned to him by Jeff Phillips, Editor of Model Ship Builder. Speaking of MSB, Charles has an article in the current issue, on bottling the S.S. Inchecliff Castle. THANKS , Jeff and Charles.

And leave it to our British brethern to recruit the first RUSSIAN member. Darn near dropped my upper plate when the latest issue of THE BOTTLESHIP arrived the other day with a three page article with photo's of the work of Vsevolod Gladilin of Moscow Russia in it. I knew with all those vodka bottles rattling around that there had to be a ship bottler or two over there.

PATRICK RONEY , of Detroit, Michigan who's article on building a belt clamp for use inside a bottle appears on page 7 of this issue also sent in the following photo of his " Santiago De Compostela " in a sparkling wine bottle. Thanks Pat.



JIM MARSH , of Saint John, New Brunswick sent in a LARGE package of plans for the " Marco Polo " which as soon as I can get them reduced to fit the format will also be appearing in the Bottle Shipwright. Thanks Jim.

I hope you like the crossword that I developed with the aid if a new computer program I received as a gift. As it deals with a nautical subject I thought you might like to try solving it.



## HAROLD WHITING

calling  
**ALL HANDS**  
by  
Francis J. Skurka

A modeler, at the early age of eight years, Harold built cars, trucks, boats, airplanes, windmills, trains and anything else that struck his fancy. When the porch of the house he lived in was replaced and rebuilt by his father, he saved the round posts and built a model of a steam locomotive with freight cars, tank cars and caboose which he pushed around the backyard on wooden tracks. The idea came from the Jersey Central Railroad which ran through town.

Born October 9, 1915 in Plainfield, New Jersey, U.S.A., Harold attended Plainfield High School. While in school, he taught himself to play the base horn and sousaphone; he played with the orchestra, marching band, and the Plainfield Symphony. He sang base with the glee club and still sings with his church choir. When asked about his choice of instruments, he remarked laughingly, "I liked that big shiny horn." During this time, he continued to build models of all types. Living a few miles from Hadley Airport, he saw many of the early planes and built models of them; bi-planes, "Fokker" tri-planes (Tin Goose) and others. He built a three foot model of the "Fokker" and won first place in a children's playground model contest. The model was displayed in the Queen City Bank. He kept his models in a four foot by four foot hanger in the backyard. After awhile he gave up on those Balsa wood-tissue paper planes; when they hit the ground, many hours of work would be a pile of splinters. Harold built many of the old style "Mack" and "GMC" Greyhound buses, not from plans, but from seeing them loading and unloading passengers and luggage at a nearby bus stop.


Graduating during the great depression, jobs were hard to come by and he worked in a fur shop and dress shop as a packer. In addition, he picked up odd jobs using his mechanical abilities. Drafted in 1943, Corporal Whiting was stationed with the 333rd Army Service Force Band attached to the 95th Division, at Indiantown Gap Military Reservation, outside of Harrisburg, Pennsylvania. While in the Army, he entered an eighteen inch model of the famous "jeep" in the Third Service Headquarters Craft Competition. He won first place. In the All Serviceman Craft Competition run by the Metropolitan Museum of Art, he placed third, the model being displayed at the museum.

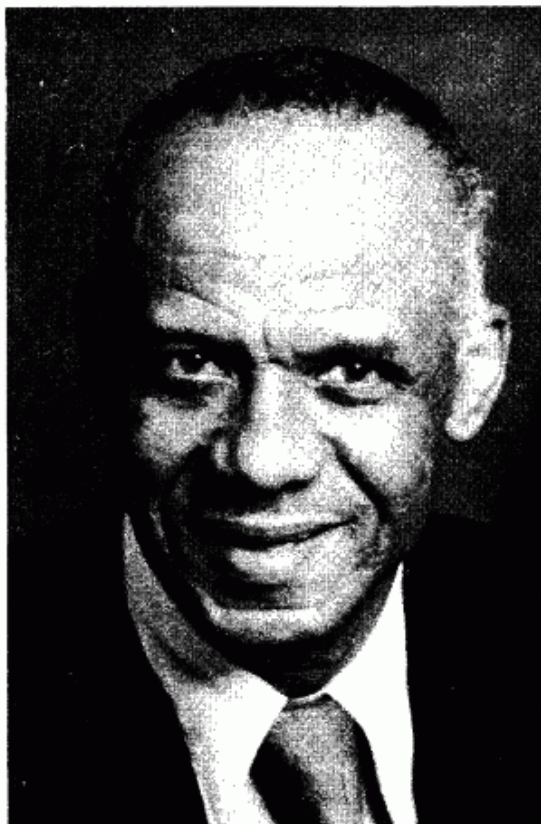
Mustering out in 1946, Harold found a job with the Scott Printing Press Co. of Plainfield and worked in the foundry where they cast the presses. In 1948, he met and married his wife, Lozelle. They have two stepdaughters, four grandsons, one great granddaughter and three great grandsons. In 1950, he joined the United States Postal Service and walked the same route in Plainfield for nineteen and a half years. When he retired in 1978, they blocked off the street, threw a huge block party in his honor and is the only post office employee to be so honored in that city. That year, he started another career, driving a school bus in his home town and is still working in his community.

In 1964, he built an eight foot long working model of a Somerset, N.J. bus driven by a lawnmower engine which was piloted by his two grandsons in the Fourth of July Parade. He says "I always enjoyed making, repairing and fixing things." He has also built eight foot long radio controlled models of the liners "United States" and "Queen Elizabeth II". Harold has built many models including a "McAllistar" tug which he saw in the Sunday Magazine section of the "Daily News." Donating the model to the company, they showed their appreciation by letting him spend the day on the actual vessel. In the early 1960's, he started building ships in bottles as a challenge and has been at it ever since. However, one thing leads to another. A friend of his wives showed him a picture of her husbands new "White Freightliner" truck and asked if Harold could bottle it as a birthday present; he agreed to try. As a first attempt, he had little difficulty except for the wheels. He bought hobby store "Buddy-L truck" wheels which are rubber and could be easily



squeezed through the neck. Then the fun began; he couldn't get the rubber wheels to stick to the bottle and the truck rolled all over the inside of the bottle! Since that time, the wheels are made of wood.

Harold, obviously is a music lover and while he works on his models, he plays one of his thousand plus record collection of classic music selections to enhance his concentration. Although he has modeled all sorts of things, he is best known for his vehicles which really "fill the bottle." In most of them, there is hardly any space left between the cab, body, bumper, or cherry picker and the bottle. He has participated in many shows and exhibits and has won many awards for his work. A strong supporter of SIBAA, he has made presentations at our conferences and at Savannah, stole the show. His ready smile, charming personality and bottled vehicles had the visitors flocking to him in droves. Who can resist those big shiny trucks and the man with the big grin to match? I know I can't and neither could anyone else. A fine example of a man and his work. 



HAROLD WHITING

Master modeler for almost 70 years



Above , Harold explains to past editor Alex Bellinger how it's done.

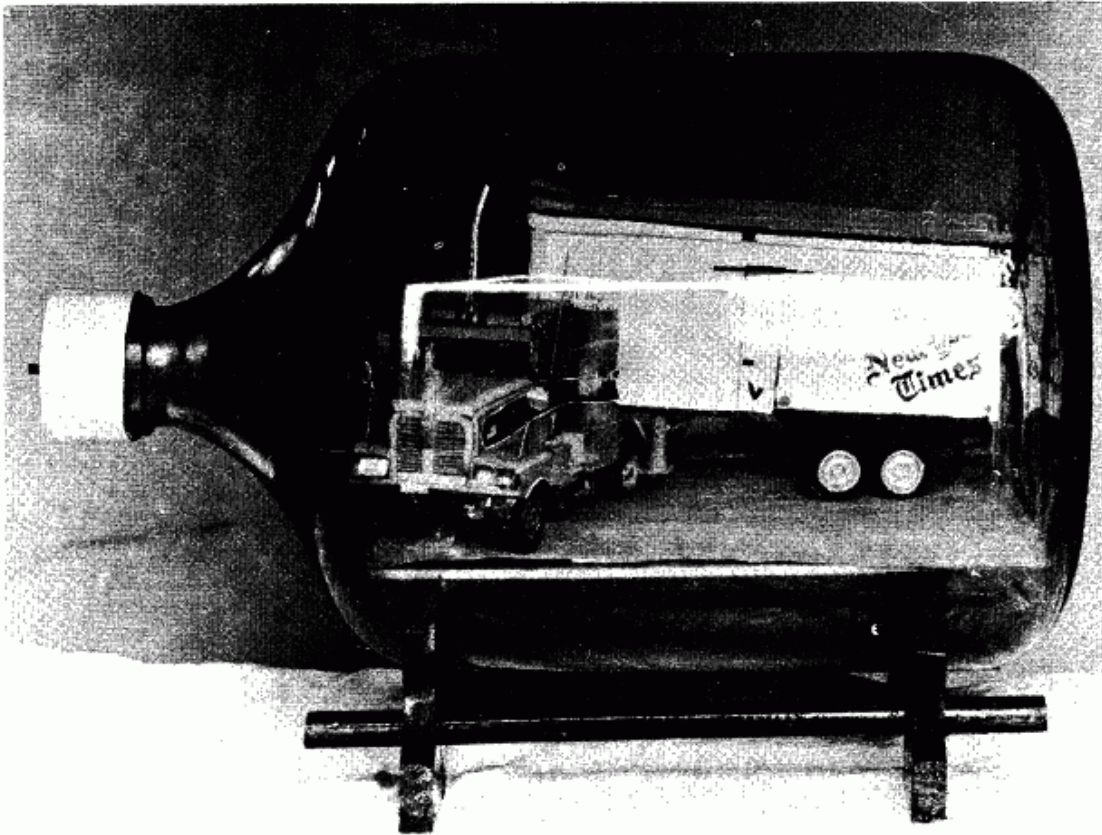
Opposite , Harold talks to two young Savannah residents at the Ships of the Sea museum.

Above oppisite, Harold's model in a 20 gallon carboy , of a N.Y. Times tractor/trailer which is currently on display in the lobby of The New York Times building in New York City.

Yeah ! Harold Iam ready to go back to Savannah. How about in 1995.??.

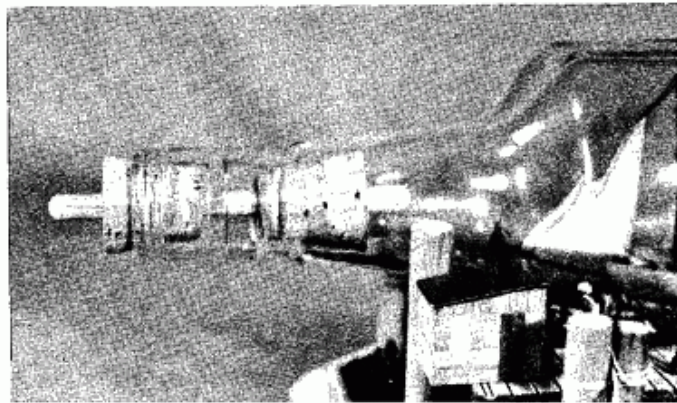
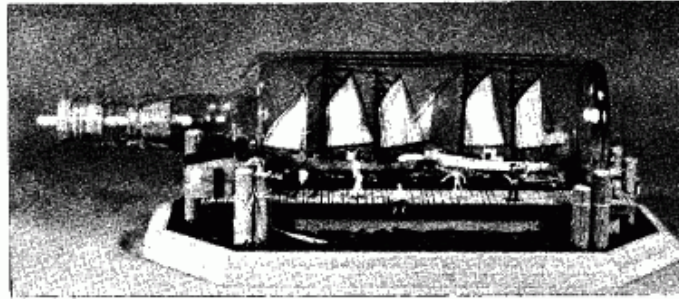
Photo by THOMAS LOWE



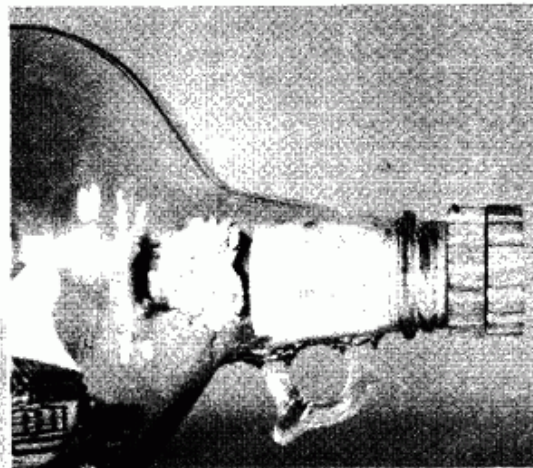


**FROM JAPAN.**

Juzo Okada sent in the photo's that follow , of some of the works of the members of the Japanese association. Well done gentlemen.



" Fishing Boats " by Mr. K. Kakubari. 1992. ( and no I don't know how he did the trick with the corks )



" Santa Maria " by Mr. H. Adachi 1992. Yes that's a ships wheel.



FROM JAPAN

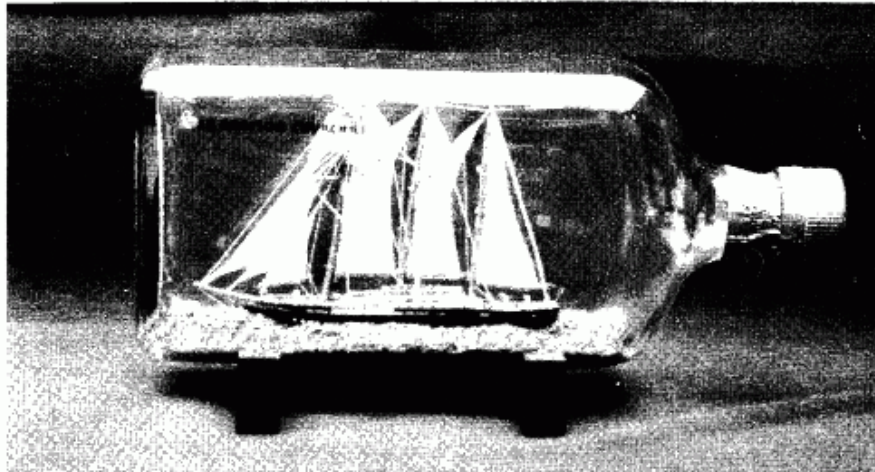


Mr.H. Adachi's tallest bottle  
105 cm in height.



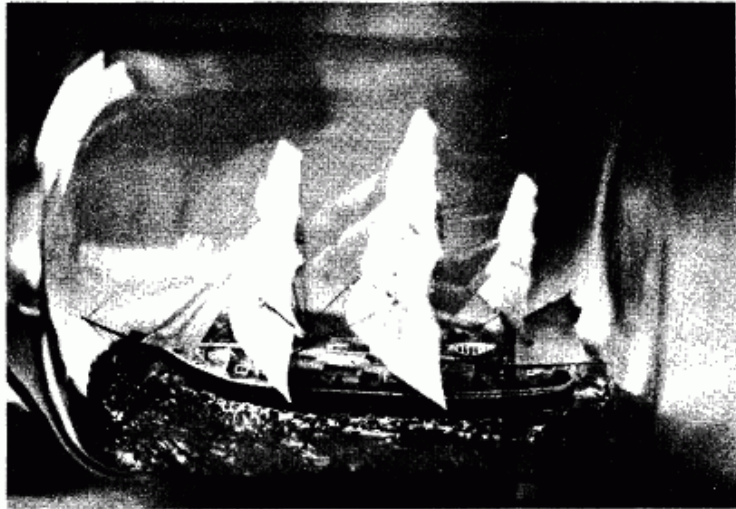
"Marie Jeanne" by Mr. K.  
Takamura 1992.

FROM AUSTRALIA

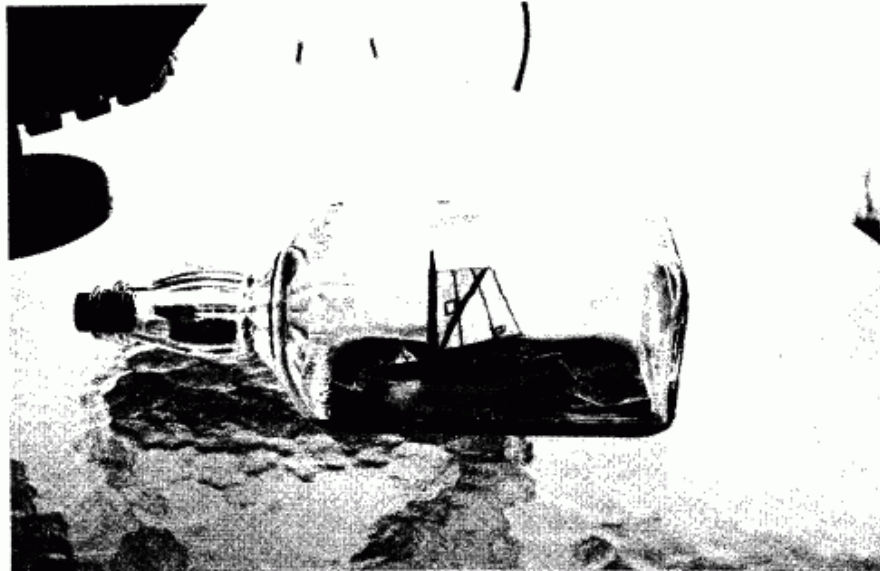


" Sir Winston Churchill " by Hideo Fukube 1991

FROM THE EDITORS-- PAST AND PRESENT.



Alex Belliner's " Flying Cloud "



Ray Handwerker's Lobster Dory.



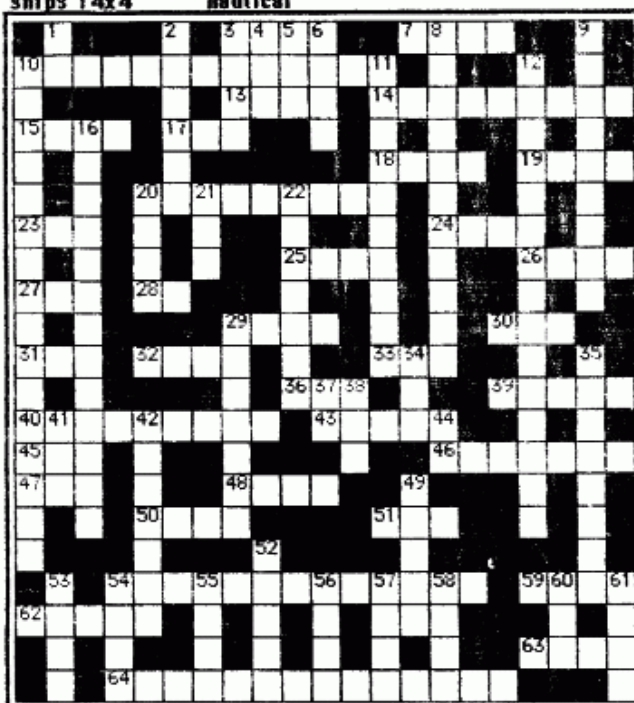
# ACROSS

- 3 young horse  
7 not busy  
10 with 20  
across one  
of the 14  
13 jack sprat  
could eat it  
14 a cunander  
15 spoken  
17 born  
18 iron oxide  
19 shut tight  
20 see 10 across  
23 didn't walk  
24 there are 24  
of these  
25 arizona city  
26 bid ones  
time  
27 funny man  
lewis  
28 river in  
italy  
29 manage  
30 french for  
island  
31 female  
soldier  
32 /nasty  
33 total  
36 hint  
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40 one of 14  
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have zigged  
43 toast  
45 presidential  
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to do  
47 some are  
electric  
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54 pacific one  
of the 14

# DOWN

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49ers looked  
for with  
mother  
64 with 29 down  
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norddeutscher  
lloyd  
member of  
the 14  
1 egyptian sun  
god  
2 french one  
of the 14  
3 put away  
4 cheer  
5 i found it  
6 let another  
use  
8 rubber alles  
9 titanic  
sister  
10 another of  
the 14  
11 one of the  
14 that is  
also a  
country  
12 last of the  
german giants  
16 there were  
two in the  
pacific  
20 let fall  
21 with 49 and  
35 down  
trade route  
22 sank a  
lightship  
hit a cruise  
29 see 64 across  
34 edmond  
o'brien movie  
35 see 21 and  
49 down

# ships 14x4 nautical



- 37 we  
38 barely make  
a living  
41 we again  
42 had to many  
ice cubes  
44 --and behold  
49 see 21 and  
35 down  
52 result of  
burning  
fossil fuels  
53 what 4 of  
the 14 did  
54 don't run  
55 comes up  
like thunder  
56 abels brother  
57 not all  
58 this isn't a  
gain  
60 spanish gold

- 61 sometimes  
its even

Solution to puzzle on the  
inside of back cover.

# Cedarburg Cultural Center

W62 N546 Washington Avenue • P.O. Box 84 • Cedarburg, Wisconsin 53012 • (414) 375-3676

Managed by the Cedarburg Corporation

## NEWS RELEASE

### CEDARBURG CULTURAL CENTER ORGANIZING EXHIBIT OF GREAT LAKES SHIP MODELS

November 15, 1992

The Cedarburg Cultural Center is currently organizing a juried exhibition of scale model Great Lakes ships and invites all model builders from throughout the Midwest to participate. Tentatively titled "Great Lakes, Small Craft," the display will be presented in the West Gallery of the Cultural Center from Sunday, June 6, through Sunday, August 29, 1993. Approximately 30 to 40 models are being sought for this presentation.

Builders interested in participating should send a written description of the models they would like to show, along with a slide or photograph of each one, to the address below by April 1, 1993. Written descriptions should include the name of the vessel, date of its construction, year the model was built, materials employed, dimensions, source of plans, and references consulted. When all entries have been received, selections will be made by a panel including Richard Young and Scottie Dayton of Manitowoc, Jerry Guenther of Hartland, and Jeff Phillips, editor of Model Ship Builder magazine, of Cedarburg.

Models chosen for the exhibition will be fully insured by the Cedarburg Cultural Center while on the premises. If model builders are unable to deliver works to the Cultural Center, every effort will be made to arrange pick-up and return by Center staff. In these instances, the Cultural Center also will insure works while in transit. Models should be in display cases.

For further information regarding the Cedarburg Cultural Center's exhibition of Great Lakes ship models, please contact Bob Teske, Director, Cedarburg Cultural Center, P.O. Box 84, Cedarburg, WI 53012 or call (414) 375-3676.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7888

### **The First Frigates**

#### **Nine-Pounder and Twelve-Pounder Armed Frigates 1748-1815**

By Robert Gardiner

This is the first volume in a new series of monographs which will outline the development of specific ship types. *The First Frigates* deals with the revolutionary change that came over the Royal Navy in the mid-18th Century: the introduction and development of a radical new type of cruising ship, known to history as the frigate.

The early classes of frigates were all armed with 9-pounder or 12-pounder guns. Although a few were built as late as 1805, this is essentially the story of British cruiser design between 1740 and 1785. As well as the design histories of the classes, this book also addresses more general questions, such as the supposed superiority of French ship building and the relative strength of British and French influence on early American frigate design. Based entirely on original sources, this book not only describes the ships, but seeks to analyze their strengths and weaknesses and to explain the thinking behind their development.

Robert Gardiner has been the editorial director of Conway Maritime Press for 15 years. He was responsible for developing that company's particular specialization in ship history. This included launching the journal *Warship* and commissioning the *Anatomy Of The Ship* series. Although he has published original research in the field of sailing warship design, this is his first book.

This 128 page book, with 100 illustrations is available exclusively in North America by Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012.

ISBN: 0-85177-601-9

SBS #463

List Price \$43.95 plus shipping and handling.

Phoenix Publications, Inc.  
P.O. Box 128  
Cedarburg, Wisconsin 53012  
414-377-7888

Available January 1, 1993.

## Book News

Phoenix Publications, Inc., P.O. Box 128, Cedarburg, Wisconsin 53012 414-377-7888



Anatomy Of The Ship

### **The Naval Cutter Alert 1777**

By Peter Goodwin

The ALERT was one of many armed cutters that were either brought in or purpose-built to supplement the British fleet between 1763 and 1835. During this short period, the cutter was used by the Navy for inshore patrol work and reconnaissance duties as well as assisting the Revenue Service in their preventive duties against smuggling.

The ALERT was one of 15 cutters ordered for the Navy. IT was built in Dover, England. Goodwin's drawings of the lines are based on the draft of the hull of the RATTLESNAKE, an identical cutter built at the same ship yard in 1777, and the model currently on display at the National Maritime Museum, Greenwich, England.

After various duties down the channel, she accompanied Keppel's fleet off Ushant in July 1778 and was deployed seeking out the location of the enemy fleet. She was taken by surprise on July 17 and captured by the French frigate JUNON.

Peter Goodwin started his career as an engineering apprentice. His first book was *The Construction and Fitting Of the Sailing Main Of War 1650-1850*. He has also written two other Anatomy volumes, *The 20-Gun Ship Blandford* and *The Bomb Vessel Granado*. Once a Polaris submariner and afterwards a design engineer, he is now employed on the VICTORY at Portsmouth, England.

The book is 128 pages with 30 photographs and 250 line drawings. ISBN 0-9615021-8-5.

SBS # 461

List Price \$32.95 plus shipping and handling

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Available now.



### HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shades works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. One way to minimize these is to take your picture outdoors on an overcast day. Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.



## GEORGE'S *helpful* HINT

A reminder for those of you interested in building scenes/ery in bottles. Many of us live in areas that get buried in snow , NOW is the time to start gathering materials for these winter projects.

Sand , pebbles , tiny branches , small pieces of drift wood or weathered twigs. Shells or assorted mosses are all useful items. Enjoy the fleeting warm weather as you collect , so when the chill winds blow and the snow is rump-deep to a tall giraffe you can be snug inside - hopefully - refilling those cleaned empty bottles with nautical scenes.



insignia by

FRANS VAN DIJK

### ASSOCIATION BADGES

Cloth patch badges in navy blue and white (shown actual size) are available direct from JOHN BURDEN, 32 ASTLEY CLOSE, PEWSEY, WILTSHIRE, ENGLAND. Price £2 sterling includes postage. Please pay with a cheque drawn on a British bank and made out to John Burden, or GIRO 25 103 1802. For American members, \$4 cash.

---

MEMBERSHIP is granted to all persons. For further information please write to the President, to whom Membership fees should also be sent: Leon Labistour, 'Seascope', King Street, Robin Hood's Bay, Whitby, North Yorkshire, YO22 4SH, England.

# News of the German Ship Bottlers Guild

DEAR FRIENDS !

In case of the kindness from your editor, I have the possibility, to write to you in the future regular, to transmit to you the news, tips and tricks from Germany. Let's start with a short summary of our guild.

Name: DEUTSCHE BUDELSCHIFFER GILDE  
(German Shipbottlers Guild)

Founded: 9th of September 1988

Members today: 131

Publication: BUDELSCHIFF-EXPRESS

Dues: DM 30,- ( for all members )

Come out: March, June, September and December

Meeting: Every first weekend in May

Address:

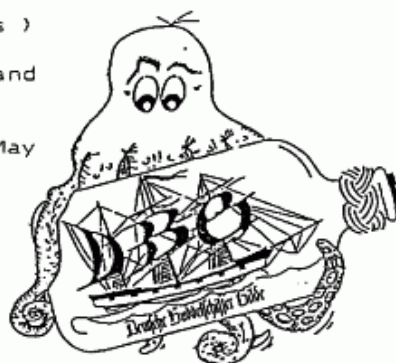
DEUTSCHE BUDELSCHIFFER GILDE  
=====

Gerhard G. Herrling  
Theodor-Hauss-Str. 7a  
2400 Luebeck 1  
Germany

Our meeting this year will be in Munich. The date is the 4th and 5th of May. If you like to meet us, you are very welcome. For more informations about this happening please write to Mr. K.Reuter. He is the organisator.

Klaus Reuter  
Mottelstr.14  
8000 Muenchen 40  
Germany

More next time and everytime a full bottle under and an empty on your table.



Gerhard G. Herrling

## THE OSAKA SHIPS-IN-BOTTLES MUSEUM MODEL EXCHANGE

As we have mentioned in previous editions of *Bottle Shipwright*, the Japanese have established a ship-in-bottle museum as part of their new waterfront project in Osaka. The museum is being run by members of the Japanese Ships-In-Bottles Society under the leadership of their president, Juzo Okada.

Mr. Okada has also been appointed curator of the new museum and has put out a call for models from foreign builders to add to those built by his countrymen. To accomplish this, members of the Japanese Association are offering to exchange copies of the "Golden Ship" (illustrated below) for one of your own works. The "Golden Ship" is a symbolic ship model in the Japanese tradition, and well worth adding to your collection.

To arrange an exchange, please send your model to: **Juzo Okada, 39-1-1, Nagai-Higashi, Sumiyoshi-ku, Osaka, 558, Japan**, or you may write and ask for further particulars. Your model should be double packed in two sturdy cardboard boxes, and surrounded by shock absorbing material (unsalted/unroiled popcorn works). Mark the outer box "fragile". You may insure it if you wish. Send it by "Sea Mail" and mark it as an "unsolicited gift". Of course, include your name and return address **INSIDE** as well as outside the package.

This is a great opportunity to have your model on display in a museum and to also obtain a fine piece of work for your own collection. Why not take advantage of it!!!

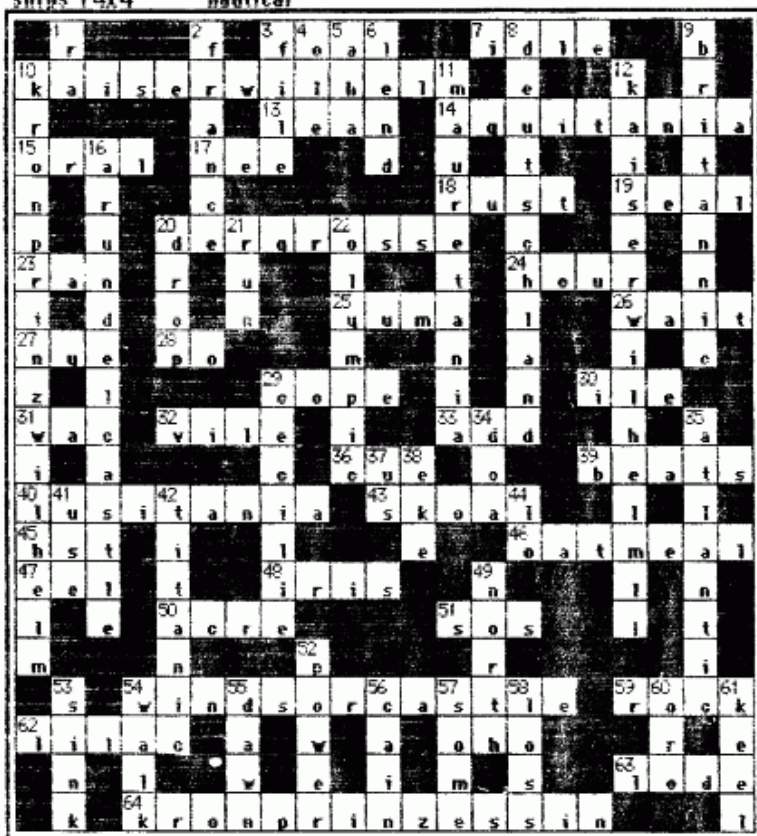


**Above:** A partial view of the models on display in the new Osaka Ships-In-Bottles Museum.

**Left:** One of the Golden Ships being offered by the Japanese Association in exchange for foreign models.



ships 14x4 nautical



Solution to the puzzle on page 23.

